

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for—

W. & A. GILBEY'S
WINE & SPIRITS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

JOHN JEFFREY & CO.'S
PILSENER BEER.



ANY EUROPEAN, NEG ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height,
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hour of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
NIGHT CARS.
4.30 p.m. and 8 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compro order
representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

Commission Agents

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

FRENCH LESSONS

G. MOUSSON.

15, Market Street.

BUSINESS NOTICES.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS,
BOILERMAKERS, BLACKSMITHS and FOUNDERS
REPAIRS OF EVERY DESCRIPTION.
SOLE AGENTS **KELVIN MOTORS.**
STEAM LAUNCH FOR SALE.

LOCAL SHOPPING.

If your hair is brittle,
If it lacks life and gloss,
If there is dandruff or it is
falling out.

OUR RESORCIN HAIR WASH

will restore it to a healthy state
by invigorating the scalp and
killing the dandruff germ.

PREPARED ONLY BY
A. S. WATSON & Co., Ltd.
HONGKONG DISPENSARY.

A MAKER WHOSE NAME YOU KNOW.



SOLE AGENTS
ROBINSON PIANO Co., Ltd.

J. ULLMANN & Co.

The Leading French Jewellery House.



Watches, Jewellery,
Fancy Goods.

JUST ARRIVED.

"JUVENIA" Dress
Watches

THIN, ELEGANT, ACCURATE.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Cokes Importers. General Store-
keepers and Shipcharters. Nos. 35 and
37, Hase Loone Street, (Old Street, west
of Central Market) Telephone No. 516.
Hongkong, September 4, 1915.

SHEN TING.

Surgeon Dentist

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.
SHIPBUILDERS, PAINTERS AND REPAIRERS, BOILERMAKERS, FORCE
MASTERS, BRASS AND IRON FOUNDRIES, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
GRAVING DOCK 737' x 88' x 34'
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY
DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA and JAPAN AGENTS.
Telegraphic Address: TAIKOO DOCK. Telephone No. 212.

THE HONGKONG HOTEL and GRILL ROOM

J. H. TARGARE,
MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Dining, Lounge, Smoking and Ladies' Rooms.
Roof Garden.
Terms—From \$5 per day and up.
Telegraph Add: "Peak Hotel".
P. O. PEUSTER,
Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within
the vicinity of all the principal Banks.
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Outdone
under European Supervision. A First Class string Orchestra, renders selections from
6.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping.
For further particulars apply—
Telephone 187.
Telegraphic Address "COMFORT."
Manager.

KING EDWARD HOTEL

Central Location.
ALL ELECTRIC TRAMWAY ENTRANCE.
A. Electric Lifts, Fans and Lighting.
European Bath and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 373.
Telegraphic Address "VICTORIA".
FRANK L. COOTE,
Manager.

LEE YEE'S

HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfumes,
By
EXPERIENCED HANDS
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
12, D'AGUIAR STREET.
Hongkong, July 5, 1915.

If you happen to be late your meals will
be Courtesy and Promptly served
at the same place as the ALEXAN-
DRA CAFE.

NORTH BRITISH & MERCANTILE

INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
CORPORATION, LTD.

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1913
£23,622,185.
I—Authorized Capital £5,000,000
Subscribed Capital £4,000,000
Paid-up Capital £2,437,500
II—Fire Funds 3,895,114
III—Life & Annuity Funds 18,185,180
Sinking Fund Account 93,513
£22,561,298

Revenue Fire Branch 2,567,155
Life and Annuity 1,973,289
Revenue Marine Department 282,692
Other Receipts 430,193
£23,253,319

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD

Portland Cement

In Casks of 375 lbs. net.
In Bags of 350 lbs. net.

Shewan, Tomes & Co.
GENERAL MANAGERS.

THE BEST MEALS IN HONGKONG.

EITHER A LA CARTE OR TABLE D'HOTE.

Oysters, Kippers and Smoked fillet Haddock always in
Hand. We serve only No. 1 Lipton's Tea and the Choice
Cakes made with best Table Butter only. The best Wines,
Ales, &c., served with Meals only. You should not fail to give
us a trial.

THE ALEXANDRA CAFE

THE HONGKONG ROPE MANUFACTURING Co., LD.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 3" to 15" CIRCUMFERENCE.
CABLE ROPES 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to—
Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1915.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pos. for Post Card.

No. 8, Queen's Road Central

TELE. No. 253.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years experience. We own two slipways and can accommodate any craft
of 500 feet long.

Town Office 43, CONNOR STREET, HONGKONG. Telephone No. 486.
Wharf Office, SHAM SHUI PO, KOWLOON, HONGKONG. Telephone No. 8.
Estimates furnished on application.

WONG FING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

CADBURY'S
"BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

Hongkong, Dec 17, 1906.

LOCAL SHOPPING.

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE—direct from Manufacturers.
High Class English Jewellery.

NEW MODELS OF
"BROADWOOD" PIANOS

JUST UNPACKED.

UNRIVALLED FOR REFINED
TONE, EQUALITY AND
EXCELLENCE OF TOUCH.

The ANDERSON Music Co., Ltd.

6, Des Vœux Road. Tel. 1322.

Theo. Vafiadis & Co.

Imperial Bouquet	\$5.—per 100
Extra Fine (Grand Format)	4.40 „ 100
Crown Prince	4.40 „ 100
Nectar (Gold tipped)	4.40 „ 100
Yildiz	1 — „ 25
Club Size	—35 „ 10
Non Plus Ultra	3.30 „ 100
do	1.70 „ 50
Superfine	2 — „ 100
Fine	1 — „ 50

SOLE AGENTS:

HONGKONG CIGAR STORE.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES

HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES
JOHN GASKETT & SONS, LIMITED, "Wellington Works" London.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HO-
KANADA, NAMATAYA, SAWO,
SHINKAW and KAMITAMADA
Collieries.

AGENTS for SAKITO, a OTUBARI
COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Maruoka,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.

TEL. ADDRESS for above:—IWASAKI.
Cables:—A1, ABU 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MALAYA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A.R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

SAILORS and SOLDIERS
HOME.

ARSENAL ST.

A
CONCERT

(Arranged by H. E. The Governor)

on

WEDNESDAY,

NOVEMBER 3rd, 1915, Commencing

8.30 P.M.

The following will take part:—

H. E. SIE F. H. MAY, K.C.M.G.

The Hon. Mr. CLAUD SEYMOUR.

LIEUT. and MRS. SMITH.

MR. MENZIES and MR. SUTHERLAND.

etc., etc.

Collection in aid of the PIANO FUND

and FUNDS of the Home.

Hongkong Oct. 27, 1915. 917

CANTON KOWLOON RAILWAY.

TENDERS for the supply of Liquors

and Refreshments at the Terminal

Stations at Tai Sha Tau and Kowloon

and on all Trains.

It is hereby notified that SEALED

TENDERS, which should be clearly

marked "Tender for Refreshments and

Liquors on the Canton Kowloon Railway,"

will be received at the Head Office of the

British Section at Kowloon, and at the

Office of the Managing Director at Tai

Sha Tau until Noon of THURSDAY,

November 11th.

Forms of Tender and full particulars

may be obtained at the Head Office of the

British Section at Kowloon or the Head

Office of the Chinese Section at Tai Sha

Tau.

The Railway does not bind itself to

accept the highest or any tender.

H. P. WINSLOW

Manager,

British Section.

WEN TEH CHANG,

Managing Director,

Chinese Section.

Hongkong, Oct. 15, 1915. 929

DAIRY FARM NEWS.

CAN ALWAYS GET FROM THE

THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS AND HARES.

OUR FRESH MILK

AND OTHER DAIRY PRODUCTS

THE BEST IN THE EAST.

96

If you have lost your appetite, one of

the big variety of dairy dishes at the

ALEXANDRA CAFE is sure to tempt

you.



E. RAY

THE OPEN GOLF

CHAMPION, writes:

DE LIVER PRIZE FOR

SMITH'S GLASGOW MIXTURE

July 24th, 1912.

Messrs. F. & J. Smith.

Dear Sirs,

I might say that I have
been a regular smoker of your
Glasgow Mixture for the
last twelve years, and I might
also say that I cannot find
any tobacco to suit me like it. In my opinion if Golf Players would
smoke your famous Glasgow Mixture they would find it very soothing
to the Nerves, as I am sure I do when having to play strenuous Golf
matches such as the Open Championship, etc. Yours truly, E. RAY.

SMITH'S
GLASGOW
MIXTURE

SOLD EVERYWHERE

The GOLFER'S Favourite.

COMMERCIAL

FREIGHT CIRCULAR.

Messrs. Snowman & Co., Ship and
Freight Brokers, in their Freight Circular,
dated Hongkong, 10th October, state:—

During the period that has elapsed since
issue of our last report, only an insignificant
amount of business has come to pass.
While charters are very sparing with
their requirements, tonnage for trips never-
theless remains difficult to obtain at the
rates offered, as liners are busily engaged
up North at least until the closing of the
Northern ports by the end of November,
so that the normal rate of business in freight
from Bangkok and Saigon has principally
affected Chinese timecharterers, all of them
having resorted to hand at top rates and are
losing heavily at the moment.

When freights at times were slack,
timecharterers generally found an outlet
for their tonnage by securing short trips,
for instance Hanoi to Hongkong/Canton
or Swatow, but they have been deprived of
this source also for the time being on
account of the Hanoi-Berlin being fully
booked up to the middle of November, a
number of Japanese vessels having been
chartered, quite unexpectedly to load coal
for Shanghai and Japan, all for loading
within the next fortnight.

Significant thing—Whatever there was
offering on the berth has been taken by
results on the regular run at 13/12 cents
per picul, and this market closes with no
further demand at the moment.

Nice exports from Saigon from 1st of
January to 20th of September amount to
total 430,725 tons, compared with
747,370 tons during the same period last
year. Quotation stands for October/Novem-
ber shipment at \$4.94 per picul, f.o.b.
Saigon.

Saigon/Philippines: No fresh charter-
ing has come to pass, but the inter-
national cable advice just to hand
heavy damage was caused to the standing
Rice Crops by a typhoon, which swept
over Southern Luzon, and this may lead to
the importation of a good deal more of rice
from Saigon than is expected.

Saigon/Java: Importers have not been
able to obtain all the required certificates
from the French Consul in Java, and owing
to the prevailing export prohibition some
contracts have been cancelled. This has
already led to importers falling back on
Siam and the result of the charter of a
Japanese steamer for a cargo of rice from
Bangkok to 3 ports N. C. Java, the rate so
far not being disclosed.

Bangkok/Hongkong:—With the abun-
dant tonnage available for this trade
and the little charter offering quotation
stands at present nothing better than 30/23
cents per picul, and advice to hand in-
dicate the probability of a further decline
in the rate.

Newchwang/Canton:—Two further set-
tlements have come to pass, both Japanese
vessels on basis of 58,000 piculs at 44 cents
and 40,000 piculs at 40 cents per picul
respectively.

Coal freights from Japan remain steady
at last rates paid with further enquiry for
November loading.

Private terms:—Hongkong to Canton
and Hongkong to Shanghai, Private terms.
Sill Tonnage on the Berth:—
None.

This firm's latest advices received from
London dated 17th September, 1915, are as
follows:—

There is very little fresh to advise as to
the position of the freight markets,
generally, business continuing to drag
along, neither Owners nor Charterers being
disposed to deal except for immediate
requirements. There is very little im-
provement in the demand, and markets
generally are very bare of orders. This,
however, has very little effect on rates,
free tonnage being exceedingly scarce, and
with the exception of the River Plate,
which has shown a slight decline, all
markets are steady as regards rates. Al-
though there has again been the only brisk
market, and higher rates have been
conceded in many cases.

Far East: There is still no business to
advise in this direction, although Japanese
Coal Charterers are now prepared to pay
enhanced rates for tonnage, and Trans-
pacific business is continuing firm. Owing,
however, to the weakness of the buying
market on this side, charterers are
unable to pay the rates asked by Owners,
and although steamers can now be secured
at about 80% to 82%, there are no fixtures
to report.

Philippines: The market is easier, and
Charterers will not pay rates required by
Owners.

Rice: With more enquiry from Hai-
phong and Saigon, rates are tending
upwards, but Charterers were able to
secure a small Japanese boat at 75% to
Hanoi, Bordeaux, Le Pallier, Nantes
or Havre, with the option of sailing at 10%
extra and option of 1000 tons of rice or at
50% to 52% to London or Liverpool at about 78%.

Java: This market is much weaker,
charterers requiring tonnage at not over
70% in order to effect business, and this
figure there is nothing obtainable.
India: Further business has been done
from Bombay on the basis of 50% for ore
and 61/3 on d.w. The enquiry however is
a little firmer.

Australia: The Government have not
yet definitely commenced operations for
the shipping of the large estimated crop,
but are enquiring for tonnage at about 75%
for steam, & 55% for sail. There will no
doubt be a good deal of fixing from this
direction very shortly, and this will doubt-
less have the effect of hardening Owners'
ideas for other markets. The only business
to report during last week is for 3 or 4
sailing vessels to Nimita: ports at 27% to
30%.

North Pacific: This market is only
nominal, but business could be done on the
basis of 90% for grain, but Charterers so
far have been unable to induce Owners to
accept this rate. Lumber business is
difficult to effect on the present high basis
of freight, but several orders will be
quoted, and 132/3 might be secured for a
handy vessel November/December loading
to picked ports U.K.

W. C. S. A. Lincor tonnage has been
placed for Nimita to Liverpool at 75% for
October, and several boats could still be
closed for French ports at 80% to 85%.
There is, however, not likely to be much
enquiry from this direction, as the output
is practically arranged for, for some months
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W. C. S. A. Lincor tonnage has been
placed for Nimita to Liverpool at 75% for
October, and several boats could still be
closed for French ports at 80% to 85%.
There is, however, not likely to be much
enquiry from this direction, as the output
is practically arranged for, for some months
ahead.

Java: This market is much weaker,
charterers requiring tonnage at not over
70% in order to effect business, and this
figure there is nothing obtainable.
India: Further business has been done
from Bombay on the basis of 50% for ore
and 61/3 on d.w. The enquiry however is
a little firmer.

Australia: The Government have not
yet definitely commenced operations for
the shipping of the large estimated crop,
but are enquiring for tonnage at about 75%
for steam, & 55% for sail. There will no
doubt be a good deal of fixing from this
direction very shortly, and this will doubt-
less have the effect of hardening Owners'
ideas for other markets. The only business
to report during last week is for 3 or 4
sailing vessels to Nimita: ports at 27% to
30%.

North Pacific: This market is only
nominal, but business could be done on the
basis of 90% for grain, but Charterers so
far have been unable to induce Owners to
accept this rate. Lumber business is
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of freight, but several orders will be
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THIN BLOOD CAUSES
BACKACHE.

Every muscle in the body needs a supply
of rich, red blood in proportion to the work
it does.
The muscles of the back are under heavy
strain and have but little rest. When the
blood is thin they lack nourishment, and
rebel. The result is pain in those muscles.
The best medical authorities agree that
backache seldom or never means kidney
trouble. Real organic kidney disease may
have progressed to a critical point without
developing a pain in the back. Doctors
detect its presence by the excretions of the
kidneys themselves.

Pain in the back should always lead the
sufferer to look to the condition of the
blood. It will be found in most cases that
the use of Dr. Williams' Pink Pills to
build up the blood will stop the "grun-
gling" of the ill-nourished muscles of the
back. How much better it is to try Dr.
Williams' Pink Pills for the blood than to
give way to unreasonable alarm about your
kidneys. If you suspect your kidneys any
doctor can make tests in two minutes that
will set your fears at rest or tell you the
worst.

All dealers sell Dr. Williams' Pink Pills
or send direct to the Dr. Williams' Medicine
Co., 66, Southview Road, Shanghai. One
bottle for \$1.50, 6 for \$8.00, post free.

Supply and demand in the end usually
assert themselves. To some extent and
Messrs. Neill Bros' circular issued dur-
ing the week is interesting when con-
sidering this side of the question. While
they do not give any figures as a definite
estimation of consumption they consider
it highly probable that the consumption
of American Cotton will approximate
15,000,000 bales. This figure is certainly
surprising and rather startling and it is
a pity the circular does not state how
such a conclusion is arrived at. So far
as we can see the only extra consump-
tion to take the place of the stoppage of
import to Germany and Austria, the
very much curtailed use in France
and Belgium, is the cotton used for ex-
plosives which seems to be a very un-
certain figure but is put by some authori-
ties at something above 1,500,000 bales.

Again, Lancashire with its extreme
shortage of labour and dyeing and print-
ing impossibilities cannot take its usual
quota of cotton so that when all these
facts are brought forward and it is re-
membered that not for some months has
anything like a normal amount of new
business in cloth been done, the position
becomes one not easily understood.

So far as the Manchester market for
Pine Goods is concerned, business is
almost impossible. Cloth prices increase
each day and as the difference between
buyer and seller widens, the turnover be-
comes lost. The advance in prices does,
however, increase the value of the stocks
in India whether the dealers care to ad-
mit it or not and it is to be hoped that
clearances will be stimulated there and
elsewhere by this fact.

Manchester, Sept. 30.
With the exception of to-day and yester-
day cotton prices have rapidly mount-
ed up each day with surprising swiftness
both in America and on this side, in fact
between last Thursday and Tuesday, New
York Spot gained exactly 100 points and
Liverpool Spot Mid American came from
4.50 to 7.04. Such advances coming on
the top of similar advances during the
preceding fortnight put all business, or
one should say any legitimate business,
out of the question and it was only to
be expected that there must be a reaction,
which started yesterday when both Spot
and future positions at New York lost 50
points. To sum up the situation is at
present very difficult and especially to
endeavour to forecast what may happen

EXTRA
TO THE
CHINA MAIL

HONGKONG, TUESDAY, NOVEMBER 2, 1915.

BY TELEGRAPH.

(Wah Tsz Yat Po's Service.)

THE MANCHU ROYAL FAMILY.

PEKING, Nov. 1.

The Government has ordered the Provincial authorities to notify that the regulations with regard to the Manchu Royal family are unchanged.

REGULATIONS FOR MAGISTRATES.

The Government intend to put into effect regulations punishing Magistrates for allowing prisoners to escape from jail.

The Council General of the Society of St. Vincent de Paul desire to acknowledge with thanks the receipt of \$5 from Mr. E. J. Noronha's friend, as a donation to the Society's fund.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

JOINED.

Sapper J. E. Hansen joined the Corps 1.11.15, and was posted to Engineer Co.

MUSKETRY, TRAINED MEN, PART I.

Musketry, Trained Men's Course, Part I, will be carried out at King's Park Range as follows:—

Saturday, 6th inst., 2.30 p.m.—Right Section M.G. Co.

Sunday, 7th inst., 9.30 a.m.—Left Section M.G. Co.

Corpl. Grimes, R.E., will attend N.C.O.s of the Right and Left Sections M.G. Co. will assist him. Uniform (drill order) to be worn. Sergeant-Majors Witches and Biden will attend at the Orderly Room not later than Saturday morning, 6th inst., to obtain the names of the men who have to fire the Course. The Senior Officer of N.C.O. in charge of the Range is to check the ammunition both before and after firing.

PROMOTIONS.

Private C. F. Chaves, Signalling Section, to be Lance-Corporal, dated 1.11.15.

Private A. Young, Signalling Section, to be Lance-Corporal, dated 1.11.15.

PARADES.

Parades for Wednesday, 2nd inst.:—
5.15 p.m. Signalling Section—Signalling practice at Headquarters.

5.30 p.m. Recruits of Engineer Co.—Musketry and Rifle exercises at Taikoo Dockyard, under Sergt. Everest.

SANITARY BOARD.

TO-DAY'S MEETING.

The Sanitary Board met this afternoon. There were present: Mr. D. W. Trantman presiding, the Vice-Chairman, the Hon. Mr. W. Chatham, the Hon. Mr. E. A. Hewett, Dr. Fitzwilliams, Col. Crisp, R.A.M.C., Ng Hon Tze, Chan Kai Ming and Mr. W. Bowen-Rolands (Secretary).

ACCIDENT TO MEDICAL OFFICER.

The Chairman regretted the absence of the Medical Officer of Health, whom he said was injured in the fire this morning. He would be laid up for a couple of days with bruises.

Dr. Fitzwilliams said he hoped Dr. Rearse was not seriously injured.

The Chairman: Oh, no, simply bruises.

THE WATER CARRIAGE SYSTEM.

Several members "minuted" objections to permission to erect three water closets and one urinal at Beaconsfield, Battery Path.

The Chairman said the applicants in their old premises in Caine Road had water supplied from the mains and the old premises would be pulled down. A water carriage system was highly desirable for premises of that description.

The Hon. Mr. Hewett dwelt on the original provision of flushing from the mains and said that in spite of all extra money spent the shortage of water was still with them, because the Government had made a mistake in allowing too many water closets connected with the mains. There was no reason why the mistake should continue. He knew the reverend fathers very well and he knew them to be cute business men and he paid them a compliment when he said that water closets should be granted on the condition that there was an independent and adequate water supply. Some few months ago a scribbler in one of the local papers asked him to state his objection to such a system when he had water closets in his own office. That was a ridiculous question. In the year of grace 1877, when his Company was forced to sell out their property for the building of the Central Market the Government gave them in part payment fully equipped offices containing water closets. He said that because he hoped no contemptuous scribbler would want him to give a further explanation. The Company sold their old premises at a price which they considered to be very much below market value. But still that had nothing to do with the question. Because water closets had been given to some people in a mistaken policy that was no reason why such a policy should continue.

Mr. Chan Kai Ming agreed saying it was a pity that water should be drawn from the mains for flushing purposes. The Board must reject all applications unless there was an independent water supply system.

on the Government could maintain a constant water supply system throughout the war.

Dr. Fitzwilliams said he agreed the water should not be withdrawn from the mains and he hoped the plan of which Mr. Chan Kai Ming had spoken would stick very hard in the side of the Government in stimulating for a remedy and in producing more water. The Tytam supply had been found to be inadequate for a long time and it had been hung up by the action of the Government.

The Hon. Mr. Chatham said that on the contrary the work at Tytam had not been hung up but was in very active progress. Some portion of the saving was due to the non arrival of new engines from England on account of the war.

The application was granted on the condition that an adequate and independent water supply be provided.

The Chairman moved the Board's approval for permission to erect an additional water closet at the Helena Way Institute. Dr. Fitzwilliams seconded and it was agreed.

A MONEY LOAN ASSOCIATION.

(Continued from page 4.)

The case resolved itself into a question of law. Mr. Crew arguing that the plaintiff Association was illegal, and that the guarantee was not valid. Had the guarantor refused next day to sign the plaintiff could not have compelled him to do so.

His Lordship intimated that he did not think that a binding agreement had been proved. He pointed out that it was not the Association that was sued but an individual.

Mr. Crew said no person of an illegal association could claim. He went on to quote the Society's Ordinance which included a club, company, partnership or association of 10 or more persons whatever its nature or object.

His Lordship: That is a pretty wide net.

Mr. Agarria asked that the Society's schedule had registered to safeguard themselves but it was arguable that it was not necessary to apply for exception.

His Lordship observed it could be held that the Grand Lodge of the East, Free Masons, could be illegal and that persons like the Chief Justice and the Colonial Secretary were members of an illegal society.

Mr. Crew said that the Golf Club, the Hongkong Club, and the L.R.C. were exempt.

Glancing down the schedule, His Lordship remarked that the only real dangerous Society he saw was the Royal Orangemen! (Laughter).

The case was adjourned for the consideration of his Lordship.

Printed and Published for THE CHINA MAIL, Limited, by HORACE MERRIVALE, No. 5, Wyndham Street, Hongkong.

BY TELEGRAPH.

THE WAR.

DETAILS OF THE BIG ADVANCE ON THE WEST FRONT.

DESPATCH FROM SIR JOHN FRENCH.

SCATHING REFUTATION OF RIDICULOUS GERMAN ASSERTIONS.

DETAILS OF THE BIG ADVANCE.

DESPATCH FROM FIELD MARSHAL FRENCH.

LONDON, Nov. 1.

Field Marshal Sir John French, in a despatch dated October 15, reviews the operations since his last despatch, dwelling principally on the British advance in the region of Loos. Nevertheless, he says, the British Army were constantly engaged during the whole period in enterprises having considerable influence on the course of events. The big advance was due to the brilliancy and dash of the First and Fourth Corps. The positions stormed on September 25 were exceptionally strong, extending 6,500 yards, and including works of great strength, wire works, trenches and some veritable caves, thirty feet below the ground, upon which the enemy had spent months of labour.

The Field Marshal gives the total number of prisoners as 57 officers and 3,000 men. Twenty-six field guns, 40 machine guns, and 3 Minenwerfer were among the booty. He deeply regrets our heavy casualties. But, he adds, in view of the great strength of our position and the stubborn defence of the enemy and his powerful artillery, he does not think them excessive. He is happy to say that the proportion of slightly wounded is very large. He pays tributes to the work of the British artillery, pointing out that the Germans had hoped that we would be unable to build up efficient artillery for a very large expansion of our Army. "The Germans," says Sir John, "had now good reason to know to the contrary. The efficiency of the artillery of the new armies had exceeded all expectations and the Territorial artillery had also rendered excellent services."

Sir John French, in describing the recent British great advance, says: "The attack was admirably delivered and in little more than an hour Loos was occupied. The Fifteenth Division advanced so vigorously that they actually got within a mile eastward of Hill 70. Strong reserves appeared at one in the afternoon, but we had secured a very substantial gain at Loos and on the western portion of Hill 70. One brigade on the outskirts of Hulluch in a brilliant advance, although their right flank was dangerously exposed, was largely instrumental in capturing five hundred Germans, who had been holding up another brigade. The Seventh Division rapidly reached the quarries and the Twenty-sixth Brigade secured Fosse No. 8."

Field Marshal Sir John French speaks of close accord and co-operation with General Joffre and constant meetings whereby they were kept informed of General Joffre's views and intentions, the latter explaining his successive methods whereby he hoped to attain his ultimate object. Thus after full discussion of the military situation a decision was reached for joint action. "The Field Marshal then gives a detailed technical account of the great battle southward of La Bassée. He emphasises that all the other attacks from the North Sea, where Admiral Bacon was rendering valuable assistance by bombarding Zeebrugge and Ostend, to a point where the British and French forces joined, were of the nature of subsidiary attacks with the object of distracting the enemy's attention. The Indians played a prominent part in these subsidiary operations, which were most successful; perhaps, indeed, they drew the enemy's reserves from the main attack. The Flying Corps also did valuable work by blowing up the railways. The Field Marshal points out that the notable tactical points of the front main attack were Fosse No. 8, southward of Auchy, the Hohenzollern redoubt, the Quarries, Hulluch, Loos and Hill 70. The British were to co-operate with the Tenth French Army but in view of the great length of line along which the British were co-operating, the Guards Corps and two other divisions were held in reserve while the British cavalry corps and the Indian cavalry were held in readiness to co-operate with the French cavalry in exploiting any success which might attain. The distance between the British and German trenches varied from a hundred to five hundred yards."

The British at half past six in the morning advanced over open country overgrown with long grass and self-sown crops. They were successful all along the line except just southward of La Bassée Canal where the Germans met the advance by wild infantry of slight intensity. But his gunfire being accurate he caused considerable casualties. The London Territorial Division acquitted itself most creditably and was skillfully led. The Scottish Division of the new armies assaulted Loos and Hill 70.

The Field Marshal also praises the work of the engineers and the Flying Corps and affirms that owing to the Germans having repeated the use of asphyxiating gases we have been compelled to resort to similar methods. A detachment, organized for this purpose, participated in the operations on September 25 and although the enemy had known and were prepared for such reprisals, our gas attack was a marked success and produced a demoralising effect on the opposing units. The British detachment, adds Sir John, carried out their unfamiliar duties during a heavy bombardment with conspicuous gallantry and a full confidence of their ability to more than hold their own should the enemy again resort to this method of warfare.

BY TELEGRAPH.

A RIDICULOUS GERMAN ASSERTION REFUTED.

The Rt. Hon. Walter Runciman, President of the Board of Trade, interviewed by a correspondent of the *Chicago Daily News*, refuted the ridiculous German assertion that Britain was nearly bankrupt. Industrial disputes, he said, had never been lower since the last twenty years and the men had shown themselves heart and soul with the war. Germany's artificial financial policy means nothing short of a total absorption of the whole German wealth in war loans. Great Britain could have followed the same system, but preferred straightforward methods. We were not obliged to prohibit the export of gold and we were prepared to meet our liabilities on a free gold basis. London was still the world's free gold market and any Englishman can convert notes into gold at the Bank of England and buy bullion without hindrance. Bank of England notes were covered by gold to the extent of two hundred per centum, while German notes were covered by about forty-three per centum. If Germany had not refused to pay gold, she would have come to a financial standstill long since. Neutral countries, continued Mr. Runciman, should note that German marks in New York were at a discount of 14 per centum, and the reason that the pound sterling is at a discount of five per centum is because we bought more goods than there is exchange for. Mr. Runciman concluded: "British credit is built on the firm rock of profitable production. We are paying enormous sums out of new taxation towards the war whereas Germany dare not increase her taxation."

HIS MAJESTY'S HEALTH.

LONDON, Nov. 1.

The Press Bureau announces that the improvement in His Majesty's health continues, and that he had a better night.

(Reuter's Service to the China Mail.)

WESTERN FRONT.

ENEMY RENOVES ATTACKS IN CHAMPAGNE.

PARIS, Nov. 1.

The evening communiqué says that the French artillery demolished several observation posts in the region of Combaudry.

The reciprocal bombardment was continued north and east of Soissons, particularly near Bois Enchaie.

Terrific fighting continues for the possession of the trenches in which the enemy penetrated yesterday. We captured some parts.

The Germans in Champagne, after fresh artillery preparation, accompanied by a profuse employment of big asphyxiating shells, renewed their attacks north of Mesnil. They attempted four assaults yesterday, the first at six o'clock in the morning and the last at four o'clock in the evening, near Tahure. Everywhere the attacks were repulsed. Our artillery and infantry fustigated the Germans, who were obliged to flee in disorder, with enormous losses. We captured 350 prisoners.

There was violent artillery fighting in the Vosges, in the region of Ban-de-la-Forêt.

EASTERN FRONT.

PLIGHT OF THE GERMAN ARMY.

PETROGRAD, Nov. 1.

Ice is appearing on the Neva, heralding a particularly early winter. The Germans are inadequately provided with winter clothing and hence it is more important than ever that they should secure Riga. Russian military writers expect another and fiercer attack with even greater forces, but a great deterioration of the German discipline has been noticed, recently. The officers are unable to prevent the men from plundering, while the latest arrivals from Germany openly accuse the officers of practising deception in regard to the real state of affairs.

RUSSIAN AEROPLANES ACTIVE.

PETROGRAD, Nov. 1.

Russian aeroplanes dropped bombs on the railways, enemy troops, and convoys in the region of Friedland.

The Russians repulsed an enemy attack on the upper Niemen, near Kupitzko Swamp. A number of attacks in the Strypa region were likewise repulsed.

AUSTRIAN RUSE THAT FAILED.

ROME, Nov. 1.

A communiqué reports an attempt by the Austrians to surprise the Italians in the Astico Valley under the pretext of surrendering. The ruse was discovered and the Austrians were mowed down, two hundred bodies being left on the field.

The enemy obtained a fleeting success at Exterstein, but the Italians, reinforced, ejected the assailants. The fighting on the Isonzo has been marked by artillery duels and infantry attacks. The enemy suffered a reverse at Podgora, leaving the ground covered with bodies.

NEW BRITISH GENERAL STAFF.

LONDON, Nov. 1.

The *Daily News* says that the Government has completed the creation of a new General Staff in London to supervise the prosecution of the war in the various fields of operations. The new War Council of the Cabinet will confer with the General Staff.

THE BALKAN EMBROGLIO.

UNDERSTANDING ON THE PROBLEM.

LONDON, Nov. 1.

The *Times* says that General Joffre came to London to discuss the Balkan problem. A complete and definite understanding regarding military policy was reached, including that of keeping in the forefront the necessity for giving rapid help to Serbia.

SERBIANS CONFIDENT.

"Will Fight to the Last Man."

PARIS, Nov. 1.

The Serbian Minister has made a statement that Serbia is assured of the effective co-operation of the Allies, and that the Serbian Army will fight to the last man. The commanders are very confident of the result, despite the efforts of the enemy in attacking on three fronts.

(Havas Service.)

BRITISH JOIN SERBIANS.

The British troops, starting for the Serbian front, have effected a junction with the Serbians.

GERMANS EVACUATE KOVEL.

The Russians have occupied Houli, and the Germans have evacuated Kovel.

FRANCE AND THE JAPANESE NOTE.

PEKING, Nov. 1.

The French Minister would probably also have associated himself, as did the British and Russian Ministers, with the Japanese Note *Verbale* to the Chinese Government, but his instructions were delayed.

Meanwhile the election of the representatives to decide the Monarchical question is proceeding, and has already been completed in a number of Provinces.

PLOT TO WRECK JAPANESE ARSENALS.

TOKYO, Nov. 1.

The police have discovered a plot to wreck arsenals, munition works and a number of other places in Japan.

OBITUARY.

LONDON, Nov. 1.

The death is announced of Sir Charles Topper, the former Canadian Premier.

The death is also announced of Colonel Denne, who captured Arabi Pasha.

CHAMBERLAIN'S COUGH REMEDY.

WHEN you have a bad cold you want a remedy that will not only give relief, but effect a prompt and permanent cure, a remedy that is pleasant to take, a remedy that contains nothing injurious. Chamberlain's Cough Remedy meets all these requirements. It acts on nature's plan, relieves the lungs, aids expectoration, opens the windpipes and restores the system to a healthy condition. This remedy has a world-wide sale and use, and can always be depended upon. For sale by all Chemists and Druggists.

MACAO NEWS.

(From Our Correspondent.)

THE GARDEN FETE.

Macao, Nov. 1.

Under the personal direction of Lady Meia, the Governor's wife, a bazaar was held in the Public Garden at the East-end of Praya Grande on the evening of the 29th and 30th inst. The bazaar, as before, was in answer to an appeal by the "Red Cross Society" to assist the wounded British soldiers from the front.

There was a large and varied display of useful and ornamental articles, kindly presented by Chinese and Portuguese Ladies, most of whom were present to assist her Ladyship. The Garden was prettily illuminated and a band played selected items. There were a great many visitors on Saturday but, owing to rain on Sunday, the number decreased a little. Nevertheless a very handsome sum is believed to have been collected, and the Fete is considered to have been a great success in every respect.

ANOTHER AEROPLANE FOR THE MALAYAN AIR SQUADRON.

Mr. Manasseh Meyer, says the *Strait Times*, has given the sum of £2,500 sterling to purchase a 100 Horse Power Vickers-Gordon's armoured Fighter Aeroplane for the Malayan Air Squadron. It will be named the Manasseh Meyer, "just" as Mr. Meyer humorously puts it "to let the enemy see that though the Anglied form of my name has a German sound, I am heart and soul with the British cause."

This is the first "fighter" aeroplane contributed by Malaya, the others being the best type of "spotter" craft. The "Manasseh Meyer" will be No. 8 of the Malayan Air Squadron, kindly presented to Mr. Meyer—heartily congratulating to Mr. Alma Baker on the growing success of his efforts.

HONGKONG POLICE RESERVE.

PARADES, NOV. 1, 3.30 P.M.

Nov. 2nd—No. 1 Company and Recruits. Nov. 3rd—No. 2 Company. Nov. 4th—Parade of all N. C. Officers. Nov. 5th—No. 3 Company and Recruits. Also Recruits of No. 1 Co. PATROLS. Central, Eastern, and Water Police—As ordered.

LEAVE ETC. The Chief Inspector has reported for duty. Inspector J. M. Wong has six weeks' leave as from Nov. 5th.

Mok Lai Sang, Chan Sai Fuk, Le Shui Cheung to No. 3 Company. Leung Kam Tong and Lo Kuan Ying to the Ambulance Division. H. Y. Pearson to 1st Platoon, No. 1 Company. A. L. Fanning and E. H. Bunje to 2nd Platoon, No. 1 Company.

WINTER UNIFORM. Platoon Commanders are made responsible for seeing that their men are measured for and properly fitted with winter uniforms.

O. C. Companies will report as soon as all their men are equipped. (Sgd.) F. C. JENKIN, D. S. P. (Reserve).

THE YAST ANTIQUITY OF THE EARTH.

In the Geological section of the British Association's session, Sir E. Rutherford opened a discussion on radio-active problems in geology. While Kelvin, arguing from the rate of cooling of the earth, deduced from the thickness of sedimentary rocks, and Joly from the amount of sodium in the ocean, found ages for the earth varying from 20 to 110 million years, the age as determined by the amount of lead in radio-active minerals in which lead in an end product gave an age of 1,000 to 1,500 million years. The discussion revealed great divergence in the views of geologists and physicists.

To-day's Advertisements

G R

IT is "lurcher" notified that SEALED TENDERS in duplicate, which should be clearly marked "Tender for Lease of part of Old Supreme Court Building," will be received at the Colonial Secretary's Office until noon on WEDNESDAY, the 17th day of November, 1915, for the lease of certain rooms on the Grand Floor and in the Basement of the Old Supreme Court Building from 1st December, 1915, to 31st December, 1917, subject to certain conditions which can be obtained at the Office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of Five Hundred Dollars (\$500) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the above-mentioned conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the Office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

W. CHATHAM, Director of Public Works, Public Works Office, Hongkong, Nov. 2, 1915.

(Continued on page 8.)

EARLY COLDS.

BE careful of the colds you take at this time of the year. They are particularly dangerous. A neglected cold may mean a winter-long cough. Take Chamberlain's Cough Remedy at once. For sale by all Chemists and Druggists.

A CIRCULATING LIBRARY.

By paying a dollar for a novel you become a member of our Circulating Library and are entitled to change your book as often as you please on payment of 10 cents for each change.

LATEST BOOKS RECEIVED.

A Young Man's Year. By A. Hope	Silva's Marriage. Morice Garand	Upon Sinclair
The Fish Garden. Mrs. Ghazal	Ha'O the Ironside. S. R. Crockett	Morice Garand
Michael O' Halloran. J. Stratton Porter	The Yellow Claw. Sax Rohmer	White Heat. Pam
Second Pollycoot Book. Edgar Jepson	The Kennedy People. Pitt Rivers	Gentlemen of the Sea. Paul Tress
Turned. Booth Tarkington		

QUEEN'S DISPENSARY.

Tel. 492. 31, Queen's Road, Central.

THE ONLY EXCLUSIVE
HONGKONG TAILORS
IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST.
OPPOSITE ST. JOHN'S
HONGKONG 1900.

THE HANDY BOAT FOR MACAO.

THE S.S. "OHUEN OHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon);
First Class \$1 " \$1.50 " (Saloon) for Ohuonow
Second Class 60 cts. Single; \$1 Return

Electric Fans throughout. First Class Attention. Ample Bunks and Cabin Accommodation.
Passengers may sleep on boats without additional charge on return voyage only.

"MALTHOID"

MINERAL SPRINGS

NOT THE SAME AS OTHERS.

As a food covering in place of starch, thus, from or shingles will build bones is steadily increasing in popularity. It affords perfect protection from the weather, is water, acid & alkali proof, and blights the rotting. It is the strongest and most to last.

"It is the most powerful, de-stress."

"It is the most powerful, de-stress."

Agents, BRADLEY & Co., Ltd. HONGKONG.

THE CONNOISSEUR'S CHOICE

"BOAR'S HEAD" BRAND GUINNESS' STOUT.

T.B. HALL & CO. LTD.



Comparison would prove that "Boar's Head" Brand is Superior to other Brands in Body, Flavour, Quality or Strength.

Obtainable in Quarts, Pints and Splits.

SOLE AGENTS

Gande, Price & Co., Ltd.

Wine Merchants

6, Queen's Road Central.

Tel. No. 135

HONGKONG

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY via (NOVARA)	Capt. J. T. JEFFERY	Nov. 5, at 4 p.m.	See Special Notice
SHANGHAI, MOU, KORE, SARDINIA	Capt. J. T. JEFFERY	Nov. 5, at 4 p.m.	Freight and Passengers
SHANGHAI, MOU, KORE, NAMUR	Capt. A. COLLYN	Nov. 14, at 4 p.m.	Freight and Passengers
LONDON & BOMBAY via (NELLORE)	Capt. A. M. KID	Nov. 19, at 4 p.m.	Freight and Passengers

Subject to immediate alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co's. Office.

E. A. HEWITT, Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE
In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA and TACOMA via MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOU, KORE, YOKOHAMA, and YOKOHAMA.

S.S. "HAWAII MARU"	Capt. Saito	Monday, 15th Nov., at 3 p.m.
S.S. "CHICAGO MARU"	Capt. K. Hori	Monday, 22nd Nov., at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the latest wireless apparatus. Best adapted for carrying Silk, Tea, and other goods.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG, and COLOMBO.

S.S. "JAVA MARU"	Capt. D. Fuchigami	Friday, 5th Nov., at 7 a.m.
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For TAMSUI and KEELUNG via SWATOW and AMOY.

S.S. "KAJO MARU"	Capt. Murakami	Sunday, 7th Nov., at Noon.
S.S. "DAIJI MARU"	Capt. S. Saito	Sunday, 7th Nov., at Noon.

For ANPING and TAKOW via SWATOW and AMOY.

S.S. "SOSEI MARU"	Capt. A. Kobayashi	Wednesday, 10th Nov., at 8 a.m.
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FOR HAIPHONG via HOIHOW.

S.S. "KEIJO MARU"	Capt. Inagaki	Wednesday, 3rd Nov., at 10 a.m.
S.S. "DAIJI MARU"	Capt. T. Kunita	Wednesday, 3rd Nov., at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with electric light and fans. These Steamers will arrive at and depart from the Suen Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager,

Second Floor No. 1, Cassin's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	14th November	4th Nov., at 11 a.m.
ALBANY	22nd November	12th Nov., at 11 a.m.
EMERALD	10th December	3rd Dec., at 11 a.m.

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in connection with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND "APCAR LINE"

Proposed Sailings from Hongkong.

Steamers from Hongkong	On or about	Connecting at Calcutta with	On or about
"DUNERA"	3rd Nov.	A Natal Line Steamer	End of Nov.
"NAM SANG"	6th Nov.	A Natal Line Steamer	End of Nov.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.
(With liberty to call at the Malabar Coast.)

FOR NEW YORK AND BOSTON.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL & CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. BORNIO MARU	For Batavia, Samarang, Sourabaya, Makassar & Balikpapan	On 16th Nov.
S.S. BIOJUN MARU	For Moji, Kobe & Yokohama	On 20th Nov.
S.S. KOKUTO MARU	For Batavia, Samarang, Sourabaya, Makassar & Balikpapan	On 24th Nov.
S.S. NANI MARU	For Moji, Kobe & Yokohama	On 28th Nov.

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU, & ILOILO	TAKING	Nov. 3, at 4 p.m.
HOIHOW, PARKOI & HAIPHONG	STOKING	Nov. 4, at 10 a.m.
SHANGHAI	SINKING	Nov. 4, at 4 p.m.
SHANGHAI	LOUW	Nov. 7, Daylight
MANILA, CEBU & ILOILO	CHIEVA	Nov. 9, at 4 p.m.
WEIHAWEI & TIENTSIN	HUGHOW	Nov. 13, at Noon.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE. Twin screw Steamers "Chincha," "Taming," & "Tean" Excellent Saloon accommodation—airships. Electric fans fitted. Extra state-rooms on deck. Sailing on "Taming" and "Tean."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Cheong," "Liangchow," "Lochow," "Yingchow" and "Sinkiang" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	LOKANG	FRIDAY, Nov. 5, Daylight
SHANGHAI	KWONGSANG	FRIDAY, Nov. 5, Daylight
TIENTSIN via WEIHAWEI	CHONGSHING	SATURDAY, Nov. 6, Daylight
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, Nov. 6, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, Nov. 6, at 5 p.m.
SHANGHAI	WINGSANG	TUESDAY, Nov. 9, Daylight
SINGAPORE & SOURABAYA	FOOSHING	TUESDAY, Nov. 9, at 3 p.m.
MANILA	YUENSANG	SATURDAY, Nov. 13, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kiang, Namsang, and Kooking leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yangtze, Kwangtung leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kodai, Lahad Dava, Simporna, Tawao, Uman, Jecelton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

Agents.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 214.

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SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leaves Hongkong.

*PERSIA MARU 9,000-17 knots. Wed., 3rd Nov.

*DAIREN MARU 8,000-15 knots. Thurs., 4th Nov. at Noon.

*CHIVO MARU 8,000-11 knots. Tues., 9th Nov. at Noon.

*SHIYO MARU 14,000-16 knots. Wed., 10th Nov.

*SHIYO MARU (Cargo Steamer) Sun., 28th Nov.

*TENYO MARU 11,000-13 knots. Tues., 30th Nov. at Noon.

*NIPPON MARU 11,000-13 knots. Thurs., 14th Dec. at 10.30 a.m.

*SHIYO MARU (Cargo Steamer) Thurs., 3rd Dec.

*SHIYO MARU 11,000-11 knots. Tues., 28th Dec. at Noon.

† Proceeding to South America via San Francisco, Omitting Shanghai.

† Cargo only. Omitting Shanghai. * Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £130.

" New York £80.

" San Francisco £45.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Coronal via Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

SEIYO MARU 14,000-15 knots. Wed. day, 10th Nov. at Noon.

For full particulars as to Passage and Freight apply to

K. DOI, Acting Agent.

SING'S BUILDING (Opposite Blake Pier).

Telephone 771.

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TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and warnings on the Macthew on Signal (H.K. Harbour Office, the Harbour Godown, H. M. S. Tamar, Island, Standard Oil Premises Ltd. and F. O. Quarters, Lysecoen.

A CONE indicates a Typhoon to the North of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

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HONGKONG & WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A.I. A.B.C. With Edition, Engineering First and Second Editions, Western Union, and Watkin's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters, Electricians.
AORTHEM CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER KEEL	RISE OF TIDE	SPRINGS
KOWLOON					
No. 1 Dock, Kowloon	200	100	10	7	10
No. 2 Dock, Kowloon	150	75	10	7	10
No. 3 Dock, Kowloon	150	75	10	7	10
No. 4 Dock, Kowloon	150	75	10	7	10
No. 5 Dock, Kowloon	150	75	10	7	10
No. 6 Dock, Kowloon	150	75	10	7	10
No. 7 Dock, Kowloon	150	75	10	7	10
No. 8 Dock, Kowloon	150	75	10	7	10
No. 9 Dock, Kowloon	150	75	10	7	10
No. 10 Dock, Kowloon	150	75	10	7	10
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No. 98 Dock, Kowloon	150	75	10	7	10
No. 99 Dock, Kowloon	150	75	10	7	10
No. 100 Dock, Kowloon	150	75	10	7	10

Please Address Enquiries to the Chief Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING

ARRIVALS.

November 1.
Yusaku Maru, Japanese ship, 1,659, M. T. Yamamoto, Japs. Oct. 28, Segur. -- Japs. CHINA-JAPAN LINE.
November 2.
Kwangtung, British ship, 1,425, W. F. B. Richard, Shanghai and Swatow Nov. 1, General. -- JARDINE, MATHEWSON & CO. LD.
Chungking, British ship, 1,250, V. M. C. Middel, Tientsin Oct. 28, General. -- JARDINE, MATHEWSON & CO. LD.
Shikoku Maru, Japanese ship, 3,869, M. Torawa, Seattle Oct. 1, General. -- N. Y. K.
Lungchow, British ship, 1,200, Canton.

DEPARTURES.

Cordiller, for Saigon and Marseilles.
Colombo Maru, for Singapore and Calcutta.
Ava Maru, for Shanghai and Seattle.
Evan Maru, for Canton.
Kwangtung, for Canton.
Nishin Maru, for Kiang.
Kama, for Canton.
Haitan, for Swatow and Foochow.

CLEARED.

Rangoon Maru, for Shanghai and Moji.
Hsu, for Kwong chow and Haiphong.
Kama, for Canton.
Kwangtung, for Canton.
Nishin Maru, for Kiang.
Kama, for Canton.
Haitan, for Swatow and Foochow.

PASSENGERS.

Per Kwangtung, from Shanghai, &c., Mr. Loewen.
Per Shikoku Maru, from Seattle, &c., Mr. T. D. W. Bennett, Mrs. M. G. Booth, Miss J. Burrows, Mr. D. R. Cook, Miss A. C. Dade, Mr. Ho Fook and party, Mr. P. C. Garlick, Miss V. L. Herick, Mrs. E. Hickie, Miss V. Hickie, Mr. L. R. Lecher, Mr. H. C. Lyman, Mr. C. Nelson, Mr. and Mrs. A. G. Spiller, Mr. A. M. Templeton, Rev. E. Tashak, Mr. W. E. Weissberg.

SHIPPING REPORTS.

The British steamer *Chungking* reports heavy weather from N. Saddle to Hongkong.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

NOVEMBER 2, 1915. -- A.M.

EMBER 2, 1915.-a.m.						
P	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
at the						